AUTOMOBILES

ARE SCARCE.

eration of the Callan automobile law as a surregise to many folks. It showed that only about one-third of the machines in the State, including of course commercial vehicles and taxicabs, were run by hired drivers. A proportion of 66 per incentive to an opening running game and cent of cars driven by their owners was variations of the forward pass will prove considerably higher than most had a benefit to the navy team. Averaging many pounds less than most of the teams

the average price for the labor of these The team this year probably will be of about men is about the same as it has been for

and in addition there is the peculiar ability to handle a car so as to save wear. That ability comes more by nature than | Coach Reed Expects to Have Practice in

At that an owner is sure always to demaind a good amount of experience from a min whom he employs as his chauffeur. For this reason a great many men have to practice at Cornell Coach Reed was willing serve a fairly long term at low wages to to authorize the statement that the conches are a start. The Y. M. C. A. automobile school in this city supplies its graduates accomplished to date, while it is generally

bush a post-graduate course in order to qualify for a private job.

Some taxical companies pay men a simuli fixed salary by the week and they oke this out with their tips. One company for instance, give its men \$17.50 a week and the lucky ones with tips of \$1.25 to \$.30 a dry get more than \$25 some weeks and about most of the time. Another company makes its men pay for their uniforms out of their commissions and tops and supplies them gasolene at low edgares. These men get 29 per cent. of the clock reading and with tips after hard work can do probably anywhere from \$25 to \$25 a week in business.

The taxical training is valuable as a guide to driving, but the men do not get the technical training. They do not do the repairs themselves, that is the repairs that cannot be done on the road. In the school courses, however, they learn enough about the insides of machines to develop them pretty well for a private job when they get it later on.

Some of the men who take up the taxicab they will steek there. However, there are always a lot of changes being made and those is a consistent and steady demand for honest and able ince in the taxicab line. The companies find a great deal of difficulty in getting enough honest fellows for the work. They have to stand for a great deal otherwise.

At the end of the coming week, however, the university will open, and then it will be more difficult to get the men for regular practice. It is the more first the university will open, and then it will be opened afternoon sessions will continue. After the university will open, and then it will be opened afternoon sessions will continue. After the coping of college Reed says he is going to get the same amount of time in even if it becomes necessary to hold practice during the lucky of the same and at high the armory will be opened every right for work, and that if that the victime morning and afternoon sessions will continue. After the single fellow for the work and the previous sessions will continue and the provious sessions will cont

always a lot of changes being made and there is a consistent and steady demand for honest and able men in the taxical line. The companies find a great deal of difficulty in getting enough honest fellows for the work. They have to stand for a great deal otherwise.

It has been pointed out that a great many employers do not get along well with their chauffeurs chiefly from not knowing how to treat them. That is

nowing how to treat them. That is a point that causes a lot of trouble. If a point that causes a lot of trouble. It an owner gives up his horses and sends his coachman to be educated as a chauffaur he knows just how the coachman and features to which the driver is subjected expects to be treated, but with a new man expects to be treated, but with a new man hard a range of two to fifth the subject of the subj expects to be treated, but with a new man when snanging from the direct drive. The ideal whom he attempts to treat as he might a coachman he oftentimes finds a different situation. The chauffeur, considering time of cars, expects a little more consideration than the ex-coachman He doesn't like the long waiting jobs and he oftentimes resents the jumping and touching of caps that he is expected to do.

when snanging from the direct drive. The ideal car would be one that had a range of two to fifty have might as hour on high gear. The true is a Troomas Motor Company believe they have largely solved the problem is evidenced by a trip which they have undertaken when a model by a trip which they have undertaken with a model of the course covers over 1,000 miles and is over three mountain ranges, with an average to do.

and touching of caps that he is expected to do.

Good chauffeurs, in spite of the rather good pay they get, are not many. Some of them cannot resist the temptation to do dishonest things. It is too easy for them. They get pay for using certain makes of oils and grease and they get percentages from the people and have other little grafts that can be done almost legitimately, which is to say so that the bass cannot tell anything about it.

The old trick of borrowing money from a garage keeper and having the latter put it down on the bill as oil is a familiar one. The buying of large quantities fever supplies and later disposing of them for a personal profit to the chauffeur is another. Spoiling tires by hand so as to force the purchase of more of them, is another trick of the dishonest driver.

Every one is familiar with the low sides.

Every one is familiar with the low rider. Every one is familiar with the joy rider, the man who takes our his owner's car without the latter's permission and who sometimes has his shortcomings revealed by the accident. The joy rider is often excessively cheeky. He is apt as not to report to his owner that the car is broken down and that it will be impossible.

There are two things that tend to curb this sort of driver. One is the passage of a law that makes the using of a car without the owner's permission lareny. Several States have that. Another is that the owner shall learn something about the working of his machine so that the chauffeur cannot fool him by the use of involved to rims. In fact a great deal of money is saved regularly to those owners who have a knowledge of their cars and can detect when it has been fooled with and when there is legitimately something the latter with it.

A chauffeur who isn't prompt to be competition is doubly creditable.

Joseph D Rourk recently contracted with the M Owen Company for the sale of 100 1911 Recommotive and 1000 Recommotive and

A chauffeur who isn't prompt to keep a engagements and who doesn't attend things as he is told to is almost useless There is nothing more annoying to an owner to have a man consistently behind-hand when told to report with the car. There is also a disobliging type of driver who speaks disparagingly of the particular sort of car he is driving and helitiles its abilities. He is always seeing on the road come other make of car that he would

who speaks disparagingly of the particular sort of car he is driving and belittles its abilities. He is always seeing on the road some other make of car that he would be able to make run perfectly if his owner had it.

And the curious thing is that most persons will stand a great deal of this kind of thing from chandleurs without firing them. There is apparently some sort of aneskiness that characterizes the changleur which lets him get away with things that would result in the summary dismissed of the ordinary comployee.

A good man, one who is always promptly on time when wanted who keeps a car ruffling up to the top notich and never grimbles, who helps to save his boss money by repairing small things himself instead of being willing to lay up the car the moment anything goes wrong, who never kicks at legitimate and proper runs and wking days, and who is sober and next in appearance, in worth every cent of 130 a week. And the curious thing is that some folks get men for \$15 a week who are all those things and there are when who are paying blo who apparently is better fitted for driving a truck than for running an automobile.

SHALL CROP OF CHAUFFEURS STRENGTH IN NAVY SQUAD. Weems, Light Centre, Will Be Flanked by

Heavy Guards GOOD ONES IN PARTICULAR ANNAPOLIS, Sept. 21 - The navy football squad as a whole probably is far ahead of most of the college football aggregations in point of physical condition. Standard of Pay is Still About the Same a month's leave the midshipmen had little as in Recent Years, the Average Be- opportunity to lose the advantage of the 2 \$120 a Month Things Drivers academy routine, itself a rigorous training, should Be. Things They Are Not. while the necessity of keeping themselves in perfect trim was impressed upon them The recent report of the office of the All of the members of the squad except the Secretary of State showing that only members of the new fourth class have been about 20 000 licenses for chauffeurs have on the cruise to European waters this sumeen issued since the beginning of the puer, and the hard work and healthful conditions of the long ocean trip appear to have had a beneficial effect. All the men task of getting ready a team to trim the

The academy ceaches believe that the The demand for good chauffeurs, how-which the midshipmen meet, reliance al-ways has been placed on fast and snappy work and the endurance of the local players. men is about the same as it has been for the same average as in former years the last three or four years. Even though, who is now booked for

the last three or four years. Even though, the last three or four years between the last three or four years. Even though there are so many owners who manage their own machines on the road a good driver gets on the average \$120 a month for his work. There are some men who get as low as \$15 or \$18 a week and others who are paid anywhere from \$10 to \$50 a week, but the average of this season is mearer \$30 a week. Men who have studied the thing say that no automobile owner could well expect to pay less for a really good man. A capable and industrious obauffeur ain saxe a great deal of money for his employer. A man who is salaried high enough to take a keen interest in his work will look out for things and will keep a car in such condition that expenses are bound to be less.

It is not exactly reasonable from the standpoint of the chauffeur to expect to get an experienced driver and mechanic, the latter point being the more important, for anything less than \$30 a week. To be a good chauffeur requires a technical training that needs a long time to get and in addition there is the peculiar ability to handle a car so as to save wear.

NIGHT FOOTBALL AT CORNELL.

NIGHT FOOTBALL AT CORNELL the Armery

ITHACA, N. Y , Sept. 24 -- At the close of direct to the taxicab companies. There they work for a certain length of time and back to coach from year to year that the funsh a post-graduate course in order to qualify for a private job.

There is greed among alumni and men who come they work for a year that the qualify for a private job.

There is greed among alumni and men who come they work from year to year that the qualify for a private job.

two or three years has been directed more or less by engineers abroad and in America toward the possible elimination of the transmission gears. The elimination of a series of four or five gears

Carl H Page & Co. announce the arrival of the 1911 Chalmers limousines and landaulets. These town cars are now on exhibition in their salesrooms and embody every possible con-venience. They are examples of the highest type of coach building. From radiator to rear axis they represent a luxurious, stylish equipage particularly adapted to city use and the com-forts of people who ride.

Howard E. Coffin's Masterpiece Is the New HUDSON "33"

Howard E. Coffin, Master Motor Car Builder, designed the following immensely successful cars: The Chalmers-Detroit Forty The 4-cylinder Oldsmobile The Chalmers-Detroit 30 The Thomas-Detroit Forty

Mr. Coffin is now

President of the American "Society of Automobile Engineers" Chairman of the Technical Committee of the Association of Licensed Automobile Manufacturers Chairman of the Rules Committee, Manufacturers' Contest Association Chief of the Engineering Departments, Hudson Motor Car Company

HOWARD E. COFFIN designed the HUDSON "33!"

He is in constant personal charge of its manufacture.

That fact guarantees to those who know, that this new car is to-day's greatest achievement in automobile designing. It represents the only great step in advance made in this industry this

Because of that fact, dealers placed orders for ten thousand of his cars-our whole year's production-before the first car went out.

Never before was such a tribute paid to any master of this craft.

No other name means so much in the development of the automobile. Howard E. Coffin has designed and superintended the building of four famously successful cars. His motor designs are to-day used by a dozen leading manufacturers. Transmissions and axles of his design are in daily use upon thousands of well-known cars of forty different makes. A large percentage of the better American cars are using the system of lubrication which he brought out six years ago.

Manufacturers and dealers will tell you that Howard E. Coffin has no superior as a motor car

All the industry know his work. Men at the benches in all factories and repair men all over America use his name in connection with some device on an automobile, just as the name of Thomas A. Edison is used by electricians.

During the first few years of the industry Mr. Coffin made frequent visits to all the famous factories of Europe. Of recent years, however, European engineers have been coming to America to see what Mr. Coffin is doing and to work under his direction.

In the Hudson factory you will find many who are here for that purpose. They have come

from England, from France and from Germany to work under this genius, whose fame is known wherever the automobile is known. means. The performance of every car was carefully watched. Every fault was quickly located. If a motor had a tendency to overheat, if an axie or spring developed an unsuspected weakness it was at once currected.

Howard E. Coffin was not half so much interested in the advertising obtained in a contest as he was in discovering the weaknesses of his cars. He wanted every see this great achievement in automobile engineering.

Experts have crossed the continent, some are come from Burope to see what Howard E. Coffin has written a book in which he tells the keynote of the RUDSON "33."

Experts have crossed the continent, some are come from Burope to see what Howard E. Coffin has done in his last great achievement in automobile engineering.

Experts have crossed the continent, some are come from Burope to see what Howard E. Coffin has done in he tells the keynote of the RUDSON "33."

Experts have crossed the continent, some are come from Burope to see what Howard E. Coffin has done in he tells the keynote of the RUDSON "34."

Experts have crossed the continent, some are come from Burope to see what Howard E. Coffin has done in he tells the keynote of the RUDSON "35."

Experts have crossed the continent, some are come from Burope to see what Howard E. Coffin has done in his last great attep in automobile engineering.

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Experts have crossed the continent, some there was done in his last great attep in automobile engineering.

If you are considered his wonderful "dust-proof" car he wonderful simplicity of the chastis. See how accessible all offing points are. Note the gener Howard E. Coffin has been a great teacher. Many engineers prominent in the industry have worked under him to learn by his example. In the plants of the Packard, the Stoddard-Dayton, the

Franklin, and the Chalmers are men prominent in the engineering departments who were his The chief designers of eight well-known and successful American cars received their early instruction from Mr. Coffin.

Is it, then, any wonder that before a single car was ready for delivery, the shrewdest buyers in the country should place orders for all of our product? These men came from all parts of the country and from abroad. They had their pick of a dozen well-known cars that had built up excellent reputations for their makers. But these buyers knew what Howard E. Coffin has done for the advancement of the industry, and would not leave Detroit until they were assured that they should be given a quantity of his cars.

They look upon anything that Howard E. Coffin does in connection with an automobile as being the last word in motor car engineering

Read the descriptions of this new car, with the conviction that this is the announcement of the masterpiece of the world's master motor car builder—not the promise of a man without experience nor a manufacturer without organization.

The Hudson Company as an organization is one of the oldest in the industry. Howard E. Coffin has been a leading spirit in its progress ever since the days of the first success of the Oldsmobile. These men organized and established the Thomas-Detroit Co., which later became the Chalmers-Detroit Co. They were large factors in the unusual success of both concerns. They now devote this thoroughly trained organization of experts exclusively to the Hudson.

Cars Better and Better Costs Lower and Lower

Each of Howard E. Coffin's cars has been a leader of its time.

Each has increased the standard of automobile construction and each has set a new low price record for cars of quality. Each has been an advance step in reducing the cost of automobile

The Oldsmobile sold at \$2,750.

The Chaleners-Detroit 30 was the first really successful car of value ever produced at its price

The HUDSON "33." his greatest car, sells at \$1,250.

The \$1,000 Roadster

There are approximately 900 fewer parts that the sand that is sacked through the in the HUDSON "38" chassis than in the radiator collects upon the delicate valve

Fewer parts to make, fewer parts to as protects the valves by easily removed semble, fewer pasts to wear and get out plates. This keeps the dust out of the of adjustment, make it possible to build motor, deadens the sound of the valve so hetter car and sell it at a lower gree.

In this way he has learned firster than Send for the Book

ments, as so much emery dust would do

To overcome this in the EUDBON "38" he

All wearing parts of the car are dust proc.

He found in these contents that the
whosis of the ordinary car are not strong

enough. He saw how many socidents re-sulted from the collapse of front wheals, and so in the HUDSQN "38" he uses its

and so in the HUDSQN "38" he uses ten-boits in the spekes where most manufac-turers use only five. He found a common cause for spring breakage and has a device that will make this trouble peacetesly un-known. He located the cause for the body squeaks and so he made a stronger and lighter frame for the HUDSQN "38" than is used on any car of its weight. In all details of the car you will find the little things that assure safety, stardi-noss and therefore low maintenance spet. All note are securely held in place by lock washers.

But See the Car

This reduces cost and makes upkeep

It means, also, that it will cost less per-mile to run the HUDSON "88" then it

There has been no excritice of power, simplicity, quietness, beauty or sturdiness

The HUDSON "38" has all these advan-

No other car at any price has in com-

bination the distinctive features which dis-

What Racing

Cars Taught

Howard E. Coffin designed some of the most famous speed cars America has pro-

gruelling grind of a Gildden Town or a 200-

mile road race, weaknesses that three years ordinary use would never indicate.

would have been possible by any other means. The performance of every car was

His sole purpose for entering his care in these coptacts was to locate in the

tinguishes the HUDSON "RA"

Hudson Touring Car

Hudson Torpedo

114-inch wheel bass, extra large steering wheel, 34-inch wheels with tachable Rims, 33 horse-power. Gear shift and hand brake fever in same as as upon other models, thus preventing the cramping of the knee and sm. Bedy of alumeioid sheet metal throughout, with double flush side does and single fore door on the left. The footboards of solid cast aluminum.

Pony Tonneau, \$1,300

Same chassis as Touring Car and Torpedo. Seats four passengers. Low, graceful lines. Alumoloid body. Extra large steering wheel.

Louis Geyler Co., 1532-1534 Michigan Avenue, Chicago Distributors for HUDSON MOTOR CAR CO., Detroit, Mich. Licensed under Selden patent

A. ELLIOTT RANNEY CO., 1928 Broadway, New York, N. Y.